

The Sun

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The Real Motive for the Arbitration Treaty.

When the proposed arbitration treaty between the United States and Great Britain was first published, we pointed out by disinterested considerations, but by the selfish purpose of securing herself against trouble on this side of the Atlantic during the five critical years to come. It is amusing to find the real animus of a move, which has been described by a few American rhapsodists as a signal gain for civilization, avowed with the utmost frankness by the *Saturday Review*.

After quoting from some silly American newspaper denunciations of the Senate for performing its constitutional duty of investigating carefully the consequences of a treaty which requires its approval to be binding, the *Saturday Review* goes on to admit that disappointment over the collapse of the arbitration dream "will be infinitely keener and more general on this side of the water than in America." Why? Because, "for one thing, our need was immeasurably greater than theirs; we are a people with a multitude of irons in the fire; any week may bring us face to face with a complication in the Mediterranean or on the Nile, in India, or in China, or in Siam, which will jeopard the very existence of the empire."

In a word, the whole map of what is called the Old World is studded with danger-points for England. Naturally, therefore, the possibility of securing a pledge of absolute security from menace in the New World seems to English eyes a blessed thing. Touching the blessedness thereof the *Saturday Review* cynically notes that "it was long ago discovered by our critics that we have a talent for quite sincerely convincing ourselves that the beatitudes walk hand in hand with our interests." It adds that when people used to say of Mr. Gladstone that he could argue himself into a state of serene moral exaltation over any dubious scheme, once he had adopted it as a matter of policy, they really touched not so much on a Gladstonian as on a national trait.

Confession, they say, is good for the soul, and doubtless if the *Saturday Review* were to examine the bearing of the proposed arbitration treaty on our determination to maintain the Monroe doctrine and to control the Nicaragua Canal, it would recognize with equal candor that there are good and sufficient grounds for the wariness and deliberation exhibited by the Senate. Evidently it has not yet made such an examination, otherwise it would not speak of the amendments upon which the Senate will justly insist, as "destroying the value" of the treaty, and rendering it "a ridiculous abstraction." How can amendments asserting our resolve to uphold the Monroe doctrine and to exercise exclusive control over the Nicaragua Canal "destroy the value" of the treaty, unless the original text of the treaty would give England the right to dispute before an international tribunal any future application of the Monroe doctrine, and also to allege that the Clayton-Bulwer treaty is still operative, and consequently delars us from exclusive control of the Nicaragua Canal? It is also a nice question, which may be raised by an amendment, whether the arbitrators appointed by the President under the treaty would not need to be confirmed by the Senate; but this is obviously a question with which England has no concern.

If all the amendments mooted should be passed, the arbitration treaty would still give England what, as the *Saturday Review* admits, she is in desperate need of, namely, assurance against attack on this side of the Atlantic for five years to come. If anything more than this was privately aimed at by Great Britain, it is clear that the treaty was a trap into which it is well for the United States that the Senate did not blindly fall. It is also manifest that we are well rid of such negotiators as Messrs. CLEVELAND and OLNEY.

Our Merchant Marine.

In his inaugural address President McKinley declared that Congress ought to give prompt attention to the restoration of the American merchant marine. "Once the pride of the seas in all the great ocean highways of commerce," he said, that few subjects so imperatively demanded legislation, and the aim should be to have American shipping sufficient for our entire carrying trade to foreign countries.

It is evident that such an increase of our merchantmen would be a great task, and the natural inquiry is how it can be accomplished. British attention was at once fixed on this striking passage in the address. The President would, presumably, be among the very last to abrogate the registry laws, designed for the fostering of American shipyards, that date from the foundation of the republic, and have endured to this day. Assuming that free trade in ships is out of the question, some British critics have naturally looked to subsidies, so much employed by their own and other European countries, as the policy which Congress may be asked to establish. But the *London Standard* declares that, "however subsidized, no marine can flourish on cargoes carried only one way," while the *Navy* dispels the fear that Great Britain will cease to carry our goods for us by saying that the President's project is "not exactly for to-day."

It may not have occurred to many foreign observers that the President perhaps has in mind a revival of the system of discriminating duties in favor of products brought in American ships, such as prevailed during all the early years of the republic, and was established expressly to secure the building up of our mercantile marine.

Whether the restoration of discriminating duties would be wise is a question for serious consideration, and no doubt diverse views are entertained on the subject, even among those who are heartily devoted to

the improvement of the merchant marine. For example, while in New York the policy has found strong advocates, from Philadelphia the question is raised against it, based on the question, matter of right, but of expediency. But the platform adopted at St. Louis on June 18 last contained this plank:

"To favor restoring the early American policy of discriminating duties for the upbuilding of our merchant marine and the protection of our shipping in the foreign carrying trade, so that American ships, the product of American labor, employed in American shipping, sailing under the Stars and Stripes, and manned, officered, and owned by Americans, may gain the carrying of our foreign commerce."

President McKinley heartily supported this declaration in his letter of acceptance, saying that discriminating duties ought to be promptly imposed, and sustained until our prestige on the seas should be fully regained. It is, therefore, we think, fair to assume that in calling upon Congress, in his recent address, to aid the merchant marine, he referred to discriminating duties. Such duties might obviate the objection urged by the *London Standard*, that even a heavily subsidized marine cannot flourish on cargoes carried only one way. American ships would not only carry our products to foreign lands, but have an advantage in bringing foreign products back.

It should be observed that laws favoring the ocean commerce of the Government are not an American invention. Such laws have been established at one time or another during many centuries, in most or all maritime lands. More than five centuries ago Englishmen were not allowed either to export or import merchandise except in English ships. In CHOMWELL's time and in the reign of CHARLES II. laws were established that a ship to be British must have been wholly built within British dominions, be manned by British subjects, and navigated by British command and by a crew at least three-fourths British; that no other ship should carry any merchandise from port to port of the empire; and that goods from Asia, Africa, or America must come only in British ships, or in ships of the countries that produced the goods. Half a century ago these restrictions were broken down by the free-trade principle, but they had served their purpose during two centuries, the carrying trade and commercial rivalry of Holland especially suffering from them.

Therefore it can be understood easily why, at the foundation of our Government, navigation laws, based substantially upon those of England then in force, and perhaps even more stringent, were enacted. As Mr. OLNEY said, the very first law enacted by our present Government proclaimed the principle of encouraging the merchant marine; and he also declared that, since the civil war, our country had expended, to promote her merchant marine, even the annual interest on the sum that England has expended for hers, our fleets would rival hers wherever the prospect of commercial gain invited them.

Mr. JEFFERSON, when Secretary of State under WASHINGTON, put very forcibly the argument for discriminating duties, as it appeared at that time:

"It is true that we must expect some inconvenience in practice from the establishment of discriminating duties, but it is so many other evils that we are left to choose between two evils. It is not to the moderation and justice of others we are to trust for fair and equal access to market with our productions, or for our due share in the transportation of them, but to our own means of independence and the firm will to use them."

The same great statesman urged that something more than money was involved, since a nation whose marine resources are thus invaded will be "disarmed of its defence; its productions will be at the mercy of the nation which has possessed itself exclusively of the means of carrying them; and its politics may be influenced by those who command its commerce." He held that a body of trained sailors was a valuable element of national defence.

It does not yet clearly appear what discriminating duty will be suggested for the new tariff bill. The old law imposed 10 per cent. additional on goods imported in foreign vessels, and this continued until the year 1829, when, with the carrying trade of the United States then flourishing, the system was abolished, and new arrangements entered into with foreign countries. It has been suggested that a duty of 5 per cent. might be sufficient now for the purpose required, although some persons still argue for 10 per cent. An equivalent form of the legislation might be to make a rebate for goods brought in American ships.

It should be added that, while the condition of our shipping far more resembles to-day that in which the discriminating duties were adopted than that in which they were abandoned, yet the belief that retaliatory legislation would follow from other countries, excited opposition and rivalry, as a matter of expediency. The subject may figure prominently in the coming debates of Congress.

One American Under Spanish Protection.

Our Consul at Havana is better safeguarded in these days than he has been at any other time since he took the office. He has received assurances from the Spanish authorities that no more men have been taken to prevent any hostile demonstration against him, and that the Consulate will hereafter be under the direct protection of the Spanish soldiery in the city. It seems that Gen. AHUMADA has taken unusual pains in the case. His forethought ought to be worth something.

Gen. LEE can but put his trust in these Spanish assurances of protection. Besides them he has only his flag, which would be all sufficient if it were known at Havana that due respect must be paid to it. It was two or three weeks ago, when it became his duty to remonstrate against the oppression of American citizens in Cuba, that the Spanish authorities first took the precautions of which we have received information. There were angry crowds near his office, and threats were made against his person. He asked his own Government to furnish him with such protection as he needed by sending an American warship to the harbor of Havana. The request was not granted. Then it was that AHUMADA offered to guard the Consulate against any hostile demonstration. We suppose that Gen. LEE has expressed his obligations for the favor. AHUMADA, who serves as Captain-General when WYLLIE is absent from the city, went even further than that; he notified Gen. LEE of his willingness to meet all such proper demands as might be made upon him. Happily for all parties, WYLLIE was off at another place when this encouraging promise was made. As there was no American warship within Gen. LEE's reach at the time of danger, it was something for him to know that he had a protector in the Marquis of AHUMADA. He could hardly have felt himself so proud, or even so safe, as he would surely have felt if beside the flag hoisted over his

Consulate, there had been another like it off shore, not too far off, hoisted above an armed cruiser of his country. Yet, for all that, he seems to have refrained from replying. Spain would protect him from any hostile demonstration that might be made by her subjects at Havana; and this is more than his own Government would do. Up to this time, thanks to AHUMADA, hostilities have been averted. This is lucky for our Government, if not also for that of Spain. LEE himself, who was once a fighting man, has more recently manifested his desire for peace with honor. He may not like it that AHUMADA has to keep the peace for him; but AHUMADA likes it, as we know by what he told LEE.

This last-named party ought to be relieved from the duty of guarding an American Consul. He will get relief as soon as the American flag appears off shore, not too far off.

We often hear of the vigilance of her Britannic Majesty's Government in protecting British subjects living abroad. An example of it is at hand. Not long ago a civil war broke out in the South American republic of Uruguay, which is a much smaller country than Cuba, though its chief city, Montevideo, is much larger than Havana. As soon as the Queen's Government heard of the outbreak, a British cruiser, bearing the name of Retribution, was ordered to proceed to Uruguay, charged with the mission of protecting British subjects and their property at Montevideo. The Retribution is yet on duty there, awaiting developments. Mr. RICE, the British Minister to Uruguay, desired its presence, and the fulfilment of the desire came immediately after its expression. Minister BARKING sought protection, not from the authorities of Uruguay, but from his own Government; and he got it by steam. The Uruguayan Government did not take offence at England's conduct in the case; but regarded it as within her rights in a time of war.

It is possible that the news from Montevideo may have reached Gen. LEE at Havana. If it has, he will be unable to refrain from thinking of the protection that has been afforded to her Majesty's representative and other British subjects in Uruguay. He may ask why it is that there is not an American cruiser off shore, near Havana, not too far off.

Printing Men's Portraits.

We observe a failure to understand the merits of the Ellsworth bill on the part of two esteemed contemporaries, the *Utica Press* and the *Norfolk Landmark*. "Primarily the bill is aimed against cartoons," says the former. "It is easily conceivable," says the latter, "that a newspaper of high standing might wish to publish the picture of some prominent personage, while that personage might object to the publication for reasons of his own."

The Ellsworth bill, which forbids printing portraits without the consent of the person represented, is much broader than cartoons or caricatures. It aims to provide every man and woman, outside of expensive proceedings in the courts that would be of little use, because of the debatable nature of caricatures, with protection against the power of rascally newspapers to hold up the lines of the face and person as a mark for public curiosity.

For the last specific example of abuse of this nature, we will point to the heartless publication by a newspaper in the city of the portrait of a young woman to whom recent chance had given the lamentable distinction of being associated with a most unfortunate accident.

Women are the most frequent victims of the disgraceful practices of which the Ellsworth bill aims to rid the community. And in this respect men have every right possessed by women.

Civil Service Reforms.

The Municipal Service Examining Board is costing the people of New York City \$2,500 more than it did last year, and for this difference in the appropriation, which is distributed in the form of salaries and perquisites, there has been a corresponding increase in activity among those in charge of the civil service machine. Rule 6 provides that any change in the civil service rules made by the commission must be published twice in the *City Record*, and not until the second publication does the change of rule take legal effect. The second publication of the last batch of amendments has been made, and it shows to how great an extent the diligence of the Commissioners has been increased since they obtained the benefits of the additional appropriation. For instance, the word "rules," wherever it has occurred, has been stricken out in civil service literature and the longer, more classical, and more sonorous word "regulations" substituted for it. Regulation 5 has been altered to read as follows:

"Candidates in positions classified in schedule B, C, D, E, and F, not filed for promotion shall be filed by selection, and for no reason shall any person, without previous notice to the provisions of Regulation 31."

Regulation 31 was formerly rule 31, but in number and phraseology it remains whatever it is, the same as heretofore. A new regulation is No. 6: "In case the applicant resides out of New York city only two of his vouchers need be residents of New York city."

The reason for this change is not apparent, but presumably the language employed is a non sequitur, and can have no efficiency, his stability, and his experience vouched for by two residents of his own locality. Rule 19, or more properly regulation 19, establishes a principle which fortunately for persons accused in the criminal courts is not admitted in the procedure of the United States:

"The burden of proof of good character shall, in all cases, be upon the applicant, who may be required to furnish evidence thereof, additional to the certificate required."

The law in its wisdom presupposes each man to be of good character until the contrary is shown; but the theory of the New York City Civil Service Supervisory Board appears to be that all applicants for public office are of bad character, and that the contrary of this must be established by evidence. With much care and circumspection the local Commissioners have prepared a new form of what is known as "the certified statement," to be used for the first time at the examination for telephone operators, or "hello girls." Here are some of the questions to be answered by the certifier: "How long have you known the applicant? When did she cease to work for you? If her work was not satisfactory, in what respect was it deficient? What other occupation has she? What is her character for honesty? What is her character for trustworthiness? What are her habits as to the use of intoxicants?"

It is deemed essential by the Civil Service Commissioners that a bibulous young

woman who has left a telephone office to become, perhaps, a bookkeeper in a pattern store, should not evade the vigilance of the interrogating examiner; but should such a mistake be made, then, according to regulation 16, if a person who is not entitled to certification is certified and appointed, her appointment shall be revoked immediately by the appointing officer upon due notification.

As a further measure of precaution what is known as "amendment 4 to regulation 68" has been adopted. It provides that if any appointing officer shall object to an "eligible"—such is the word—named in the certificate "because of some physical defect, mental unsoundness, moral disqualification or other reason particularly specified," then such officer must sustain such objection "with evidence satisfactory to the Commission," and if in this task he convinces the Commissioners of the futility of their system and its safeguards, then the latter, the Civil Service Commission, is to certify another "eligible" from the register whose name stands next below the one "to whom objection is made and sustained."

It will be observed from these regulations that the Civil Service Commissioners, who do not owe their appointment to the voters or to an executive official whose designation is ratified by a legislative body, as in the case of the United States or the State Senate, have rather more to do with appointments to public office than the heads of departments who are to be amenable to the various appointing powers and regulations. But, clearly, something must be done for an extra appropriation of \$2,500, and it is encouraging to know what it is.

Government Entomology.

One of the latest issues of the Government Printing House, the most industrious publishing shop in the world, comes from the Division of Entomology of the Department of Agriculture, and describes "Some Miscellaneous Results of the Work of the Division of Entomology." These results, of singular importance to agriculture, include the larvae of a species of *Megachile*, or leaf-cutter bee, found in "a diseased bed between the sheet and quilt."

All entomologists and farmers will rejoice to learn that an attempt will be made to rear the adult. An adult, it is said, is a red-winged starling, has been seen, in some place not mentioned, "busily engaged in eating the larvae of the cottonwood leaf miner." It is gratifying to know that the red-winged starling has got work and is doing it as heartily as if he were a Government entomologist. The *Oreodera glauca*, or longicorn beetle, has been boring orange trees in Jamaica. The *Sitona panicea*, more poetically known as the drug store beetle, is in the quartermaster's depot at San Francisco, "damaging boots by boring into the leather near the straps, where an excess of paste was used." Bisulphide of carbon is prescribed for the suffering boot.

The prohibitionists will be glad to learn *Nyctophorus pubescens* and *Monarthrum mali* are boring into wine casks and causing leakage in Pomona, Fla., and Nickajack, Ga., respectively. A red mite, beautifully named *ergasilus*, little angel, but said to be a member of the *Trombidium magnificum*, is on view in Arizona. A specimen of *Bittacus yulicovis* has attracted much attention in Brookville, Ind., "on account of their efficiency in catching flies. August 26 about twenty of them were observed in the office of the principal hotel in Brookville, catching and killing flies." The horn fly made its first appearance in Hancock county, Ill., about May 2, 1895. For the especial benefit of farmers this description of the female of *Cocophagus fletcheri* is here set down in its original simplicity:

"Length, 0.8 mm.; capsule, 1.65 mm.; antennae, slender, cylindrical, not reaching to middle of body; first and second joints subequal in length, the latter slightly wider. Funicle joints 3 and 5 each slightly longer than 1, subequal in length, increasing very slightly in breadth; club long ovate, not flattened, nearly as long as wide; middle, entire, rounded, with small, dark, pointed, spine; basal carinae, moderate and acute; funicle joints 3 and 5 each slightly longer than 1, subequal in length, increasing very slightly in breadth; club long ovate, not flattened, nearly as long as wide; middle, entire, rounded, with small, dark, pointed, spine; basal carinae, moderate and acute; funicle joints 3 and 5 each slightly longer than 1, subequal in length, increasing very slightly in breadth; club long ovate, not flattened, nearly as long as wide; middle, entire, rounded, with small, dark, pointed, spine; basal carinae, moderate and acute; funicle joints 3 and 5 each slightly longer than 1, subequal in length, increasing very slightly in breadth; club long ovate, not flattened, nearly as long as wide; middle, entire, rounded, with small, dark, pointed, spine; 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